

BookletChart™



Red Bay

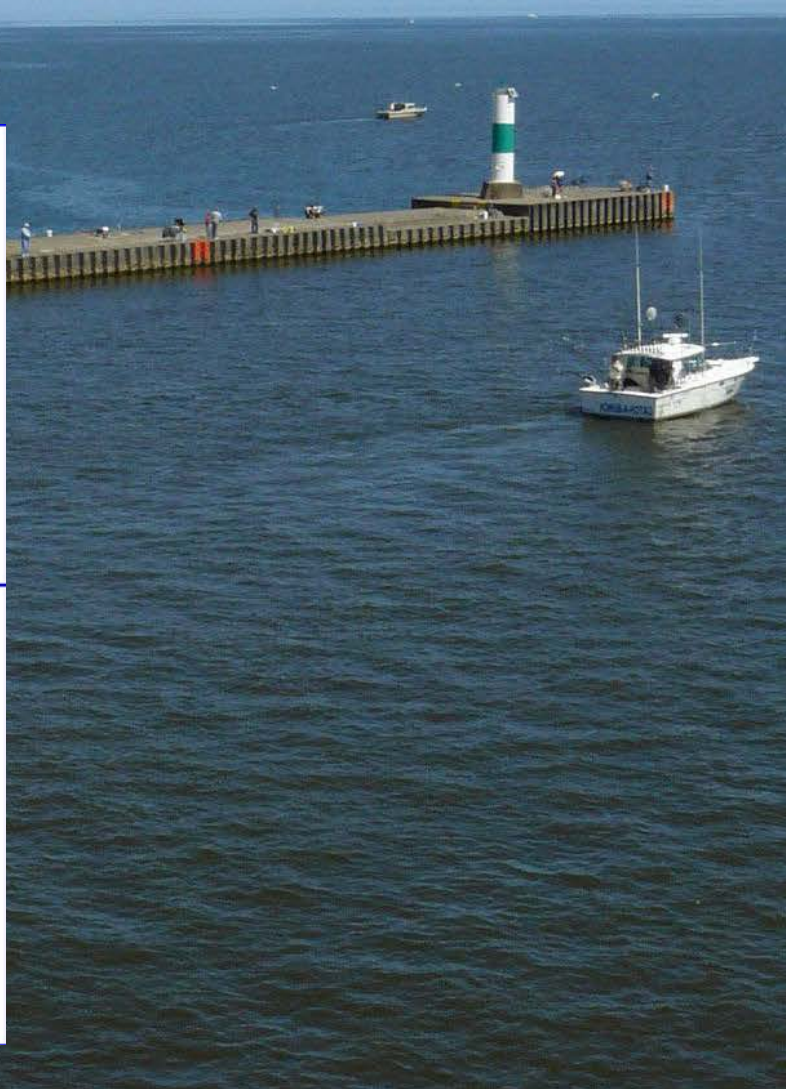
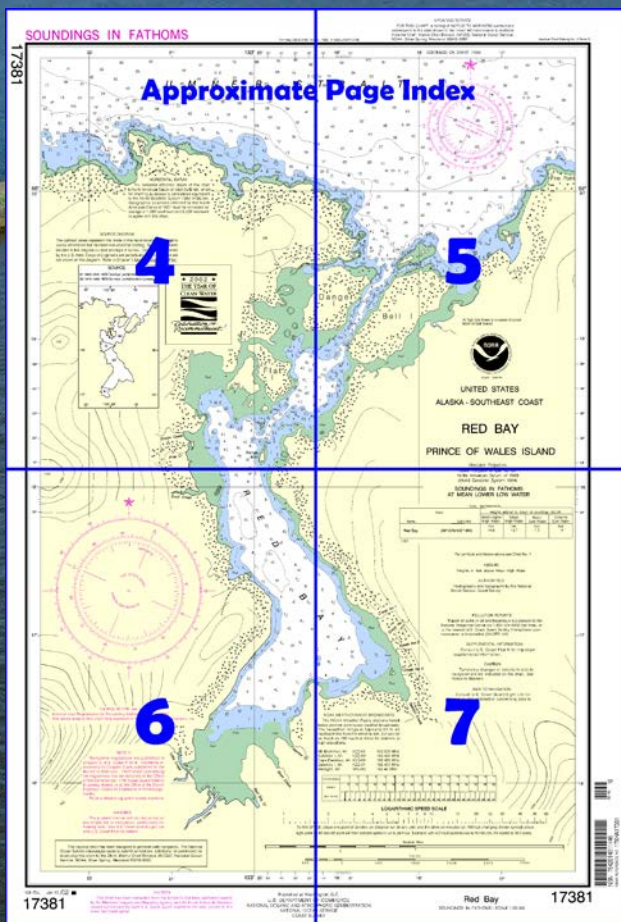
NOAA Chart 17381

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17381>.



(Selected Excerpts from Coast Pilot)

Red Bay indents the S shore of Sumner Strait, 11 miles E of Point Baker and 3 miles W of Point Colpoys (chart 17360). The chart shows all known dangers. It is used extensively for anchorage during the fishing season.

The entrance is through a narrow and rocky channel about 0.7 mile long, with depths of 1 to 4½ fathoms. The narrowest part of the channel is between the SW side of Bell Island and a rock awash off the

SE end of Danger Island. At about 0.8 mile S of this area, the channel leads between two grassy rocks 13 and 16 feet high, and then W of **Range Islet** (56°18'15"N., 133°19'48"W.), which is wooded. A reef, bare

at low water, is about 90 yards NNW from the N end of Range Islet. S of Range Islet the bay is about 2 miles long and 0.4 mile wide, with depths of 3 to 15 fathoms. A rock awash is near the S end of Red Bay in 56°16'52"N., 133°19'08"W., about 1.4 miles S of Range Islet.

Dead Island, small and wooded, is close N of Bell Island and forms the E point at the entrance; a reef with bare heads extends 0.2 mile NE of the islet. **Pine Point** forms the NE entrance of the outer bay. **Bell Island** and **Danger Island**, low and wooded, form the E and W sides of the narrow entrance and are separated from the main shore by shallow passes useless for navigation except for a high-water canoe channel behind Bell Island.

Vessels not wishing to enter or waiting for the proper stage of tide may anchor at the entrance to Red Bay in the bight W of Dead Island. Another anchorage is in the middle, NE of Dead Island, in 7 to 10 fathoms, mud bottom. Larger vessels should anchor farther out with more swinging room in 18 to 20 fathoms. Inside the entrance the anchorage most used is the small bay E of **Flat Island** in 4 to 10 fathoms, mud bottom. This is good shelter in all weather. Vessels wishing to go farther into the bay may find anchorage in 5 to 9 fathoms, mud bottom. Tidal currents in the narrow entrance to the bay have velocities of 3 to 5 knots, with very short intervals of slack at times of high and low water. About 12 feet is the greatest draft that can be safely carried in at low water. The safest time to enter is at, or shortly before, high-water slack. All dangers are marked by kelp, but it is run under during the strength of the current.

Enter between the bare rock at the NE end of Danger Island and the SW end of Dead Island, favoring the latter, and then favor the W or Danger Island shore until halfway through the passage, when the E or Bell Island shore should be favored to avoid the rock close to the SE point of Danger Island. Bring the E grassy rock in line with the W side of Range Islet, about 0.3 mile S of Flat Island, and steer that range until near the rock, and then pass midway between the two grassy rocks and W of Range Islet. Then follow a midchannel course up the bay and select anchorage as required.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

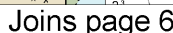
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



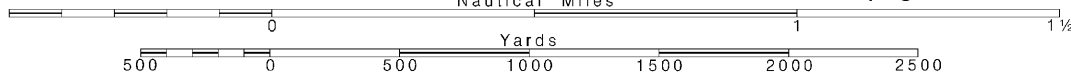
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

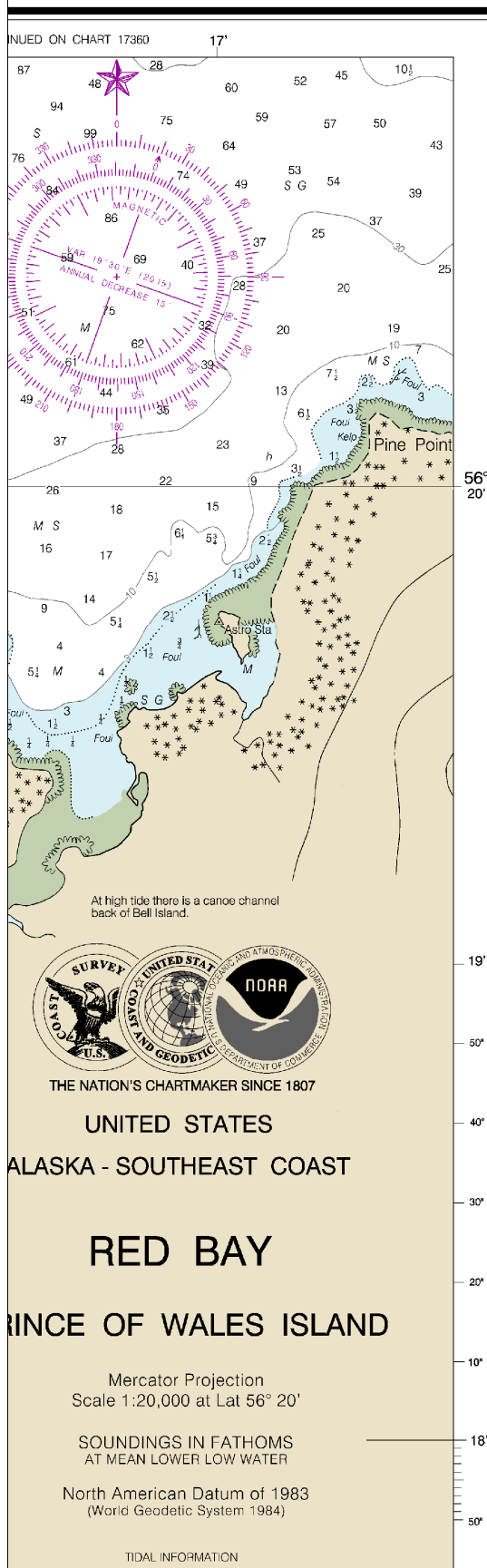


~~SCALE 1:20,000~~
Nautical Miles

Note: Chart grid lines are aligned with true north.



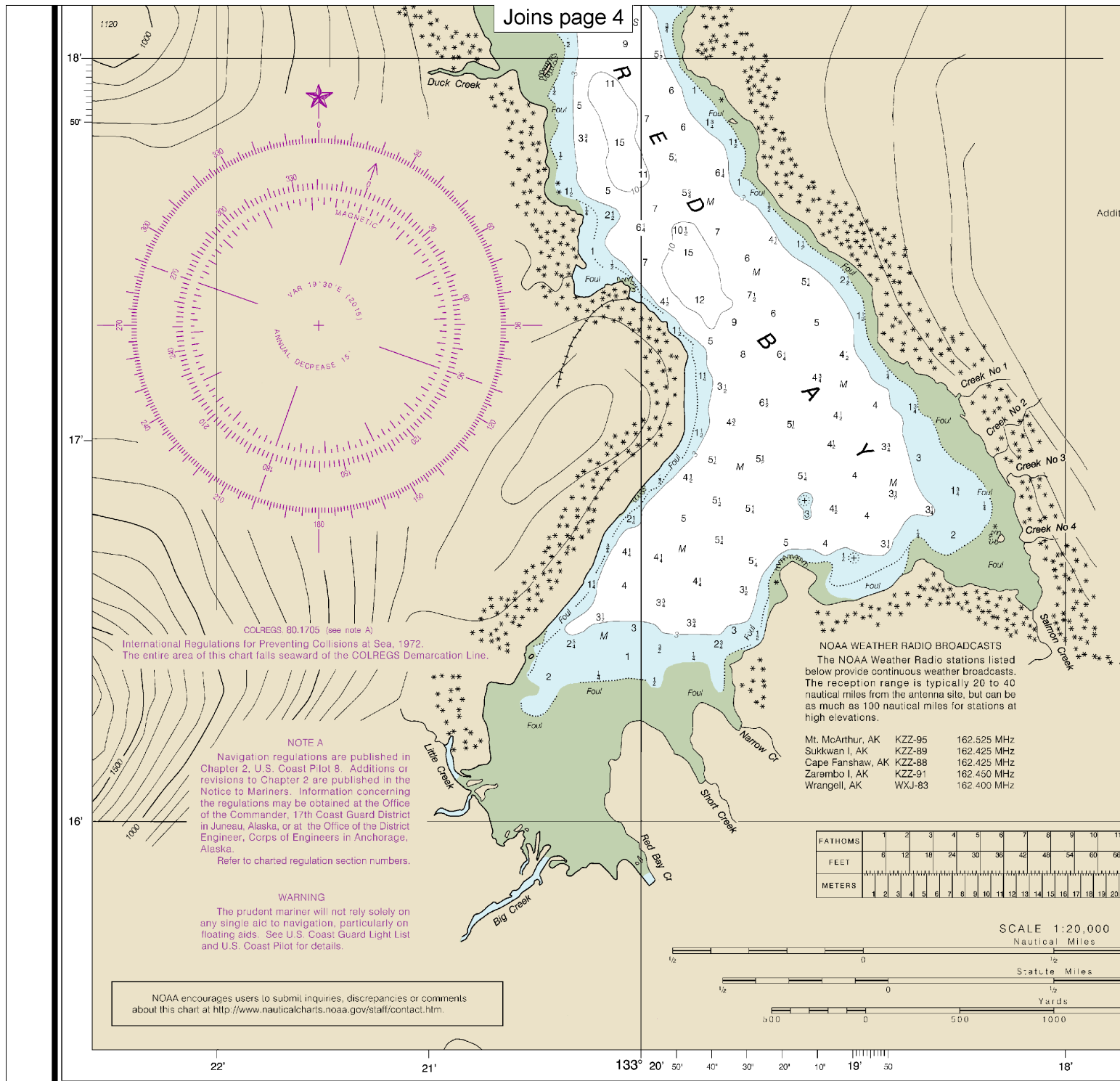
SOUNDINGS IN FATHOMS



17381

Joins page 7

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



11th Ed., Mar. 2015

17381

Last Correction: 3/4/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

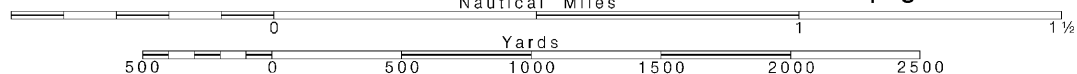
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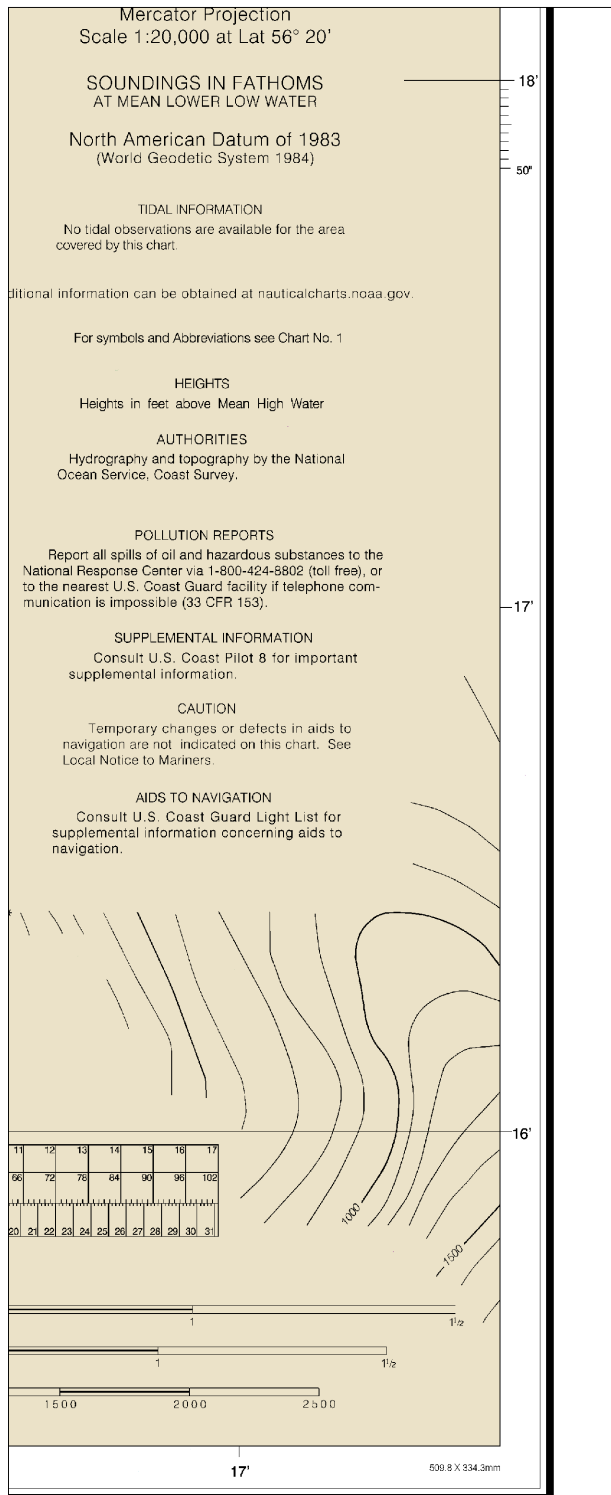
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Red Bay

SOUNDINGS IN FATHOMS - SCALE 1:20,000

17381



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

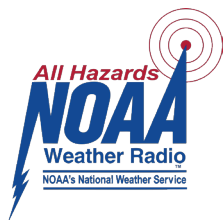
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.